

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLES and LONDON	Malacca	E. G. Andrews	About 11th Aug.	Freight or Passage.
SHANGHAI	Mazagon	G. W. Cockman, R.N.R.	About 14th Aug.	Freight only.
SHANGHAI	Parramatta	R. T. Cook, R.N.R.	About 16th Aug.	Freight or Passage.
LONDON, &c.	Coromandel	F. W. Vibert, R.N.R.	Noon, 17th Aug.	Freight or Passage.
Kobe	Pekin	F. J. Fox	About 17th Aug.	Freight only.
YOKOHAMA	Fernat	J. D. Andrews, R.N.R.	About 23rd Aug.	Freight or Passage.

* (See Special Advertisement). † (Passing through the Iulana Sea).

* (See Special Advertisement). † (Passing through the Inland Sea).
‡ Via SHANGHAI and KOBE.

For Further Particulars, apply to

Hongkong, 7th August, 1901.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS:
... SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
THURSDAY, 8th August.	

STUTTGART.....	THURSDAY, 22nd August.
KONIG ALBERT.....	THURSDAY, 5th September.
PRINZESS IRENE.....	THURSDAY, 19th September.
PRINZ HEINRICH.....	WEDNESDAY, 2nd October.

PREUSSEN.....	WEDNESDAY,	26th October.
HAMBURG, Hamburg-Amerika Linie.....	WEDNESDAY,	30th October.
SACHSEN.....	WEDNESDAY,	13th November.
KLAUSCHOU, Hamburg-Amerika Linie.....	WEDNESDAY,	25th November.

BAYERN	WEDNESDAY,	27th November.
STUTTGART.....	WEDNESDAY,	11th December.
KONIG ALBERT.....	WEDNESDAY,	25th December.
PRINZESS IRENE.....	WEDNESDAY,	8th January, 1901.

PRINZ HEINRICH.....	WEDNESDAY, 32nd January, 1902
PREUSSEN.....	WEDNESDAY, 5th February, 1902
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902
SACHSEN	WEDNESDAY, 5th March, 1902

ON THURSDAY, the 8th day of August, 1901, at NOON, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 6th August, Cargo Specie will be received on Board until 5 P.M., on WEDNESDAY, the 7th August, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 7th August.

Contents of Packages are required. No Patent Receipts will be given for
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MEIERS & CO.

Hongkong, 25th July, 1901.

Hotels.

HONGKONG

HONGKONG

HOTEL

HOTEL.

away and

Military Band during dinner on Saturday Nights.

V. _____

1, _____

Hongkong, 15th November, 1900.

HOTEL CRAIGIEBUR

For Terms, &c., apply to the **MANAGER.**

Hongkong, 2nd July, 1900.

W. H. FOLTS & CO.
3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR
MERCHANTS.

DIRECT IMPORTERS:
ALHAMBRA CIGAR,

OPERS
9C 69ac

"KIRIN" BEER,
HARVEY'S OLD VINTAGE

1

Intimation.

New Plant.

More Heads!!

Improved Processes!!!

Our Factory has become much too small. Orders have been pouring in like a flood. Our facilities were never so good as they are now. Our capabilities for handling a BIG trade never so complete as at present. Our system never so good. And yet with all this, and increased knowledge arising from previous experiences, the flowing tide has so completely swept us along we are well-nigh overwhelmed. New machinery, more hands, and further sub-division of labour are being actively carried out and vigorously pushed forward, and everything else we can do is being done. We shall soon be able to cope with any amount of new trade. Write us.

WATKINS, LIMITED.

Aerated Water Manufacturers.

Hongkong, 30th July, 1901. [714c]

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR
1 1/2 INCH "LEADER"
BATH GOWNS
OVERLAND TRUNKS.
Hongkong, 20th July, 1901. [671c]

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.

A. R. MARTY,

Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at current rates.

SIEMSEN & Co.

Hongkong, 28th May, 1901. [720c]

KELLY & WALSH, LD.

MANCHURIA: ITS PEOPLE, RESOURCES AND RECENT HISTORY, by A. Hosie... \$5.50
MORE GALS GOSSIP, by A. M. Binstead... 2.25
"PEARSON'S MAGAZINE" Vol. XI. ROYAL ACADEMY PICTURES, 1901 H.M.C.M. KING EDWARD VII, by Mrs. Belloc-Lowndes... 4.50
A TREATISE ON PLAGUE: The Condition for its Causation, Prevention and Treatment, by Major George S. Thompson and Dr. John Thompson... 4.50
CINDERELLA, by S. R. CROCKETT... \$5.50
Distaff, by Marie Rodiewicz... 4.00
Ensign Knightley, by A. E. W. Mason... \$1.50
The Lost Regiment, by E. Granville... 4.00
Prince Rupert the Buccaneer, by C. J. Cutcliffe Hyne... 4.50
Yorkie the Adventurer, by Louis Beche... 4.50
The Real Malay, by Sir F. A. Swettenham... 4.50
PRINTS OF H.M. KING EDWARD VII. and H.M. QUEEN ALEXANDRA. Price 75 cents each.

Hongkong, 6th August, 1901. [690c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

OF QUEEN'S ROAD CENTRAL.

Are now showing a large and varied stock of

SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.

LATEST LONDON AND PARIS FASHIONS CONSTANTLY ARRIVING. Inspection invited.

R. G. HECKFORD,

Manager.

Today's

Advertisements.

THEATRE ROYAL, CITY HALL.

TO-NIGHT! TO-NIGHT!

WEDNESDAY.

LAST FEW NIGHTS.

AUSTRALIAN VAUDEVILLE CO.

IN ANOTHER COMPLETE CHANGE OF PROGRAMME, THE BEST AND BRIGHTEST ENTERTAINMENT EVER BROUGHT TO THE EAST.

PROFESSOR W. A. DAVIES The Popular Illusionist will show how modern GHOSTS are RAISED, a most bewildering spectacle.
(Miss) BEATRICE WARDE, Australia's Favorite Comedienne and Character Artist.
Our Charming Soprano, MISS PRISCILLA VERNE, The Little Man with a Big Voice.
Miss ANNIE MOORE, Our Little Cyclone.
The Dainty Miss VIRGIE ROSSER, The Champion South African Leaper.
Mr. W. H. HOBLEY, The Champion South African Leaper.
Mr. W. F. CULLEN, Miss JESSIE FORDE.
Miss RUBY MOORE, THE SISTERS LINWOOD.
BOX PLAN now Open at ROBINSON PLANO Co.

PRICES:—\$5, \$3, \$1.
Soldiers and Sailors in uniform half-price to Back Seats only.
NOTE.—A Special Train will leave every Evening 15 minutes after fall of curtain.
Doors Open 8 P.M. Overture 9 P.M.
Mr. J. FRANK FINLAY, Business Manager.
Mr. W. H. BROWN, Representative.
Hongkong, 7th August, 1901. [807c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.
THE Steamship

"MELPOMENE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 14th instant, or they will not be recognized.

The vessel having encountered a severe typhoon, damages arising therefrom are referred to the underwriters who please note that Protest will be extended.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 7th August, 1901. [755c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on MONDAY, the 12th instant.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 7th August, 1901. [727c]

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Hongkong, 7th August, 1901. [727c]

Today's

Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the RATE of 10% or \$1.50 per Share, declared at the Ordinary Half Year Meeting of Shareholders, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI STEAMSHIP CORPORATION on and after WEDNESDAY, the 7th instant.

Shareholders are requested to APPLY in the Office of the Company for WARRANTS. By Order of the Board of Directors.

T. ARNOLD, Secretary.
Hongkong, 7th August, 1901. [848c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI AND KOBE THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 9th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 7th August, 1901. [847c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudo, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 7th August, 1901. [226c]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.

E BLEND.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unpassed in quality:—

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age... 10.80

C.—ABELLOUR-GLENLIVET... 12.00

D.—H.K.D., BLEND of the Finest Old Malt Scotch WHISKIES... 14.40

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 7, 1901.

NOTES AND COMMENTS.

Aliens in London.

One would naturally imagine that London was quite sufficiently crowded out by its own poor, but notwithstanding this it has grown to be the general dumping ground for all the scum and riffraff of Europe.

Anarchists, socialists, political refugees of one sort and another, the halt, the maimed, the blind, beggars of all descriptions flock to London as a haven of refuge or a happy hunting ground.

As a matter of fact any scoundrel who finds the Continent too hot or uncomfortable for him comes to London, where he knows he may talk anarchy or socialism or any otherism to his heart's content without let or hindrance.

And these people who seek refuge in London repay British hospitality by forming the audience at all pro-Bos meetings. They show their love for the British and for British tolerance of themselves and their perverted ideas by reviling the people who protect them upon every possible occasion.

Read the accounts of the late pro-Bos meetings and you will find that three quarters of the audiences were aliens and the rest either anarchists or socialists.

What other country would permit meetings of this sort? We wonder? In Germany both promoters and audience of

any meeting of the sort would be hurried off by the Police, and would be either carefully locked up or sent over the frontier.

In Russia they would find themselves packed off to Siberia in chains, and in any other European country except England they would have a most unpleasant time.

How long will it be, we wonder, before the British public comes to the conclusion that alien immigration is a mistake? The sooner this influx of undesirables is stopped, the better it will be for all parties.

Obituary.

The Empress FREDERICK, whose death is our melancholy duty to announce to-day, was the eldest daughter of our late Queen.

She was born on the 21st November, 1840, and was married in 1858 to FREDERICK, then Crown Prince of Prussia. Her husband, however, sat on the German throne for a very short time when he was stricken by the same painful disease to which his widow has succumbed.

The Empress FREDERICK had seven children, of whom six now survive, their names being, the present German Emperor Prince HENRY, born 1862, who was in charge of the German Squadron on this station recently; the Marquise of Saxe-Meiningen; ADOLPHE of Schaumburg-Lippe; the Duchess of Sparta; and Princess FREDERICK of Hesse.

The death of the late Empress FREDERICK is of too recent occurrence to have faded from the minds of our readers, and now his widow has succumbed to the same painful disease, cancer, plunging the British and German Courts, which were still in mourning for our late Queen, into mourning once more for her eldest daughter, who has survived her mother by a very few months.

As yet, bar the brief announcement that the end of the Empress was quiet, we have no particulars of her death. The German Emperor, her eldest son, was presumably present, but we fancy that our own King, her brother, would not have arrived at Cronberg in time for the end.

The year 1901 will long be remembered throughout the British Empire as one of mourning, first for our late Queen, Victoria the Good, and secondly for the Empress FREDERICK, her eldest daughter.

REUTER'S TELEGRAMS.

THE ILLNESS OF THE EMPRESS FREDERICK.

LONDON, August 5th.
King Edward goes to Cronberg to-day.

THE MANCHURIAN QUESTION.

The effect of the recent Tibetan Mission to St. Petersburg is already noticeable in the eagerness of the Chinese to renew negotiations concerning Manchuria.

THE NEW CHINESE TARIFF.

The Times states that the new Chinese tariff will come into force on the 1st of October.

DEATH OF THE EMPRESS FREDERICK.

The Empress Frederick is dead.

LATER.
The end of the Empress Frederick was quite quiet. Her Majesty was conscious to the last.

THE ACCESSION DECLARATION.

In the House of Lords, the Accession Declaration has passed the third reading.

THE NEW CHINESE TARIFF.

The Government has approved of the proposals to include in the Chinese five per cent. ad valorem tariff, articles now free from duty, except rice and cereals.

WEATHER REPORT.

The Observatory report says:—
On the 7th at 12.5 p.m. the barometer has risen on the E. coast of China, and is little changed elsewhere. Pressure remains low over S. China and gradients are moderate for E. and S.E. winds on the coast, and for S.W. winds in the N. part of the China Sea. Forecast: Varying and E. winds, light to moderate; fair.

LOCAL AND GENERAL.

The two Austrian men-of-war at present in Harbour proceed this evening (or daylight to-morrow) to Canton, having on board Contre-Admiral Rudolph Count Montecuccoli.

WE regret to announce the death of Sister Agnes of the Italian Convent, which took place yesterday. This lady was well known in Hongkong before entering the Convent.

The New Stag Hotel in Queen's Road is being pushed along under the supervision of Mr. Barker. Great care has to be taken with regard to the surrounding buildings, but no "creep" is feared.

By the Empress of China to-day leave Lady and Miss Blake on a visit to the old country. His Excellency the Governor and a numerous circle of friends went on board to see the ladies off and wish them Bon voyage.

GRAVE fears are entertained for the safety of Captain Cobban and crew, who started last Wednesday for Manila in a small launch. The trip should be done in four days, but now a week has elapsed and no news of him has been received.

THE flags on the various consulates and Hong Kong were half-masted to-day out of respect to the memory of the late Empress Frederick, our Princess Royal. At Government House the Royal Standard was hoisted at half-mast, and the Glory and Tanar dew the German ensign at half-mast at the main.

The other warships in port, and the various merchant steamers were also half-masted. We understand that so far the German Consulate has received no official notification of the death of the late Empress.

THE s.s. Hailong sails to-day for Tamsui, touching at Swatow for passengers. She will take the s.s. Hailong's cargo, when the latter is expected to float off.

THE match, which ended in a draw between R. W. F. (Right) and V. R. C. "B" team for the first round in the Hongkong Water Polo Shield Competition will be re-played to-day at 5.45 p.m. sharp at the V. R. C. The following will play for V. R. C. "B" team:—

Goal:—L. E. Laminert.
Backs:—R. W. Carpenter, W. A. Stopani (Capt).
Half-Back:—F. M. Rosa Pereira.
Forwards:—R. Henderson, J. Millar, C. Humphreys.

We presume R. W. F. team will be as follows:—
Goal:—Lt. Stanley Jones.
Backs:—Collins, Andrews.
Half-Back:—Hogg.
Forwards:—Ward, Gregory Jones.
Referee:—Corpl. Morris, R. G. A.

To-morrow afternoon at V. R. C. Kowloon, R. A. 25th Co. E. D. will play R. W. F. (Left) in the second round of the Hongkong Water Polo Shield Competition. Play commences at 5.45 p.m. sharp.

A HOME paper says:—The bidding at the Royal sherry sale continues wonderfully brisk. When wine goes at 120s. a dozen, sentiment has clearly a good deal to do with the hot competition.

The astute firm of caterers who gave the price for some pale golden knew perfectly well that they would get their money back and a bit over. Many good Englishmen intend, it is said, to keep the bottles, and less interesting memorials of a great reign might undeniably be collected. But will the sale at Christie's revive the taste for sherry? We question it very much.

The wine is less adulterated than most, but it really plays the mischief with your liver. Who really regrets the abolition of that brave old habit of offering a glass or two of brown sherry and biscuit as hospitality in the afternoon or, for that matter, before lunch? However there is no saying. If the fashionable doctors take upon themselves to recommend sherry, sherry will come in. They are not quite so wicked as that, let us hope.

A PROMINENT American time-charterer died recently, says Fairplay, and some of the British owners who let their boats to him are much upset by the event, no successor appearing, so far, to be forthcoming to take up the deceased operator's engagements. This charterer took up boats for three and even for five years, his liabilities over such long periods being very considerable. Not only has he left no successor, but it is stated that he kept no books, and that no one seems to know the position of his estate.

A few of the owners affected are driven to great straits, and it is feared that trouble will follow the demise of the enterprising American speculator. For years I have warned owners to be most cautious in their time-charter engagements, advising them on no account to let their boats unless to very first-class signatures. Why should an owner fix his boat for time at all, unless to a merchant or other charterer who works boats for his own requirements? I have often asked this question. The time-charterer must have his profit, why should the owner not secure it for himself by closing for voyage, rather than time, employment?

ONE of the curiosities of Sandringham is the weighing-book, which is kept in the hall near the weighing-machine. The rule of the house is that every visitor is weighed, and the weight recorded in the book with the person's autograph. The autographs alone, which include an enormous number of living and dead celebrities, make the book very valuable.

In fact, if so unlikely a thing were to happen as that it were to come into the market, there would be such competition among collectors to acquire it as would run the price up to fabulous figures. But it also forms a curious record of the growing older and heavier of many illustrious persons who have been intimate with the King for years. Several curious facts may be gleaned from this.

Both the late Lord Beaconsfield and the late Lord Randolph Churchill changed very little in weight during the period of their visits to Sandringham. The increase in weight of many ladies—some to double or more what they started with—has its humorous side, but I will not venture on so delicate a subject.

Both the Premier and the Duke of Devonshire have put on weight since their first visits years ago, but Mr. Joseph Chamberlain has changed very little.

YVETTE Guilbert's has been a strange story. After the death of her father, her mother, with her two children, was left practically penniless. Yvette was then a little, mischievous lass of twelve. She used to make herself troublesome by always singing an odious and depressing song she had picked up in the streets, entitled "Le Chameau," and it got on her mother's nerves so that she would often give her two sous to stop singing. One day, when in the employment of a shop, she went to deliver a parcel at the house of an actress, and waiting in the passage there she began, as usual, to sing "Le Chameau." Fugere, the celebrated baritone, who was in the next room, opened the door and cried, "Be quiet, you impudent monkey; you give one the blues." Shyness was not Yvette's failing; so she laughed and began a comic and very vulgar song. Breaking off in the middle, she said, "Perhaps you like that better?" That great artist was delighted by her antics, and patted her cheek. "You are as ugly as sin," he said, "as lanky as young ostrich, and as cheeky as an ass in darkness; but, upon my word, you can sing as no one else can. You will make a name for yourself some day." And Fugere it was who, a few years afterwards, got an engagement for her at the Eldorado.

QUARANTINE.

Hongkong, 7th August, 1901.
Dear Sir:—This Chamber learns from the Government that a telegram has been received from the Colonial Secretary of the Straits Settlements to the effect that the prohibition on Chinese immigration has been removed, but that quarantine is maintained at Singapore.

Yours faithfully,
R. CHATTERTON WILCOX,
(Secretary).

THE AUSTRALIAN VAUDEVILLE COMPANY.

A very fair house again greeted this Company last night in spite of the weather. There was the usual number of encoures, the favourites having to re-appear three or four times. Miss Verne's songs are valued as her dresses, we for our part prefer the blue one, we mean the dress of course.

Miss Beatrice Warde scored again, and was the principal in a pleasing little incident. Some of the boys from the Glory were in the house and had determined to make a presentation of flowers and they did it, no handing over the footlights with card attached, not a bit of it. Jack mounted the stage with his bunches and personally delivered them. Messrs. Warde has no doubt received presents of greater value before, but never a more whole-hearted tribute than the flowers from the men of the "Glory."

Professor Davis' experience of the same was not so happy. On calling for a volunteer from the audience to tie him up in the cabinet, a muscular Jack in blue stepped up. There was no tying up and the performance waned and died out. Miss Virgie Rosser was called and recalled although her throat affection was evidently no better.

WON'T KILL MICROBES.

Amongst many popular fallacies none, perhaps, is more pernicious or more tenaciously held than that addition of spirits to water "kills the insects in it." While some doubt is entertained as to the character of plain water, yet all risk of swallowing germs is supposed to be avoided by drinking the water plus an addition of whisky or other spirit. In other words, the whisky is assumed to sterilise the water and to make it germ-free. It does nothing of the kind. Some organisms, and certainly their spores, will live in alcohol of nearly 75 per cent strength, which is considerably over the strength of most spirits consumed. The common alcoholic strength of whisky is about 40 per cent, of brandy, 42 per cent, and of rum not usually more than 50 per cent.

Even supposing, therefore, that these spirits are consumed "neat" no security from germ life would necessarily be gained. It is quite certain that microbes can live and thrive in the ordinary mixed drink of whisky-and-water, the average amount of alcohol in a tumblerful of whisky-and-water, in the proportion usually adopted, being not more than 10 or 11 per cent. Bacteriological investigations have shown that most germs are not affected by a liquid containing 22 per cent of alcohol, whilst their corresponding spores are unharmed in 34 per cent alcohol. Alcoholic drinks therefore cannot be regarded as effectual destroyers of microbe life, and, further, bacteria after a time seem to get accustomed to alcohol and to become proof against its antiseptic action that it originally may have possessed. But whisky is often mixed with mineral or aerated water, and in this case there is another factor to deal with—namely, carbonic acid gas. There is no doubt that carbonic acid gas dissolved under pressure in water has a marked antiseptic action, for aerated waters have been found in many cases to be sterile. It would appear, however, that the germicidal action of the gas is slow, and thus the natural mineral waters in which the gas has been in very long contact with the water are more likely to be germ-free than freshly and artificially impregnated waters. It is probable that it is not carbonic acid gas that is *per se* destructive to germs, but the definite compound which it forms with the water—namely, true carbonic acids are germicides, and in many respects water which is highly charged with carbonic acid gas behaves as a mineral acid. The highly resistant anthrax bacillus and its spore are not, however, affected by carbonic acid, according to the results of several scientific inquiries the gas in mineral waters has been found destructive to the pathogenic bacteria, as, for example, those of typhoid fever and cholera. It would be rash, however, to place confidence in either alcohol or carbonic acid as safeguards against pathogenic organisms or to regard whisky-and-water as safer than plain water, while the addition of soda-water is not necessarily to be relied on to remove bacterial taint.—*Lancet*.

GERMAN LIFE-SAVING APPARATUS.

A new life-saving apparatus (says a writer in the *Scientific American*) is being introduced into Germany. It consists of a buoy of globular form and carrying from two to four life belts, and supports a long cylinder of sheet iron having twelve compartments filled with carbide of calcium. These compartments are arranged at different elevations. When the apparatus is thrown into the sea, the water passes through perforations in the bottom of the cylinder, and, coming in contact with the carbide, generates acetylene gas. Each compartment is connected with a burner by a pipe, preventing the escape of gas except through the burner. When the volume of gas decreases hydrostatic pressure opens the valves and allows water to penetrate into the next compartment to generate an additional supply of gas. The gas is ignited electrically, and ignition takes place about twenty-five seconds after the buoy is thrown into the sea. The light produced is equal to 150 candle-power, and the flame is protected from the wind by glass and burns steadily with great intensity for three or four hours. It requires only a few minutes to clean and refill the apparatus.

PERSIAN-CARPET LIONS AND TIGERS.

Mr. Walter Crane and Mr. Lewis F. Day, in the *Art Journal* for July, conduct an amusing conversation concerning the propriety of animals in design, and this friendly dispute is of particular domestic interest. All of us, for instance, have trodden on carpets so horrid in pattern our only satisfaction lies in the spraying of it; while every one has experienced the delight of contemplating a material woven into a refreshing and harmonious design. "Human and animal forms are as often in a disturbing influence in repeated patterns," says Mr. Day; "why use them then?" "Because," replies Mr. Walter Crane, "their forms give me certain lines and masses decoratively valuable and not obtainable by other means." "As to lions and tigers on a Persian carpet," says Mr. Day, horrified at the thought of his drawing-room being changed into a Noah's Ark or Zoological Gardens, "I can't endure them; there is too much suggestion of a menagerie!" Mr. Crane and Mr. Day thus championing their own cause might apply in this case to be called carpet-knights. Illustrations accompany the dialogue.

THEY RESUME.

"Possibly," began the information editor, glancing furtively at a memorandum on his desk, "you can tell me why Carter Harrison is like the letter 'g'?"

"That's easy," replied the exchange editor, placing a heavy inkstand within reach. "He's the head and tail of the gang. Perhaps you can tell why."

"That's wrong. It's because he's near the latter end of the campaign."

"Gee! That isn't half as good as mine. What is the difference between a fish-head and an untruthful newsboy?"

"None. Both do a scaly business. Why is—"

"I say there is. One sighs for Lent and the other lies for a cent."

"Hang that on the hook. What's the difference between a schoolmaster and a sheep-market?"

"No difference. One boards around and the other has boards around—"

"Saw it off! One has his eye on the pupil and the other has the pupil in his eye."

"What has the sheep market to do with it?"

"That's where you get sold. Ha! ha!"

"Enough to make a donkey laugh, is it?"

"Who's a donkey?"

"Who's a sheep?"

"Ewe are. Why is a pound of putty—"

"Like a cage of panthers? Sixteen ounces. Why is—"

"A pound of putty—"

"Like a dose of laudanum?" "Stops the pain. That reminds me. Why is a hatchet like a saint?"

"Ost is window smasher and the other is a pane killer."

"Oh, no! Thought you'd hit at it. It hits a nail on the head."

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, Miss I.
Atkinson, Miss I.
Azekiel, R.
Angus, W.
Ahern, J.
Burke, Miss
Bennett, E. F.
Baydon, P.
Bey, C. B.
Bales, H.
Budge, J.
Barton, Miss A. C.
Bishop, W. C.
Bernardo, Mr. M.
Braun
Blievernichte, H.
Barnard, Miss F.
Baret, Mr.
Bender, H.
Bowles, Mr. & Mrs.
J. H.
Bates, L. W.
Bracton, H.
Burke, Rev. P. C.
Burger, L. W.
Carleton, P.
Carrington, Miss
Cameron, Misses
F. & R.
Crammer, R. B.
Carlton, L. G.
Carlos, A. G.
Cushing, G. B.
Chinichole, G. N.
Christolm, J. I.
Deas, W. P.
Dingeldin, A.
Deer, C. L.
Dredge, T. F.
Esposito, E.
Eschauer, P.
Foot, Capt. F.
Forest, Miss A.
Forster, Dr.
Fitzsimmons, C. A.
Fleming, G.
Griffin, C.
Grund, H.
Graham, Mrs.
Gye, H. W.
Genahre, J.
Gurcke, A.
Girard, A. V.
Gairford, Mrs.
Gale, Mrs. E. H.
Gallbraith, J. E.
Hallard, F. J.
Henderson, W. H.
Hill Depôt
Hall, E. A. S.
Hehl, H. B.
Handia
Harston, Carl
Haleoth, H.
Hermann, H.
Henton, T.
Huffmann, Mrs. W. A.
Hufman, C. W.
Jones, Dr.
Jackson, J. G.
Jarvey, J.
Jones, W. L.
Johnson, J.
Jameison, W. A.
Jansson, A.
Johnson, Rev. H. G.
Kirk, Dr. E.
King, G. G.
Knight, H.
Kralid, G.
Lee, Miss D.
Loret, P.
La Dow
Lopez, Dr.
Laura, A.
Leitav, F. P.
Luz, D.
Little, Mrs. A.
Lives, R. T. P.
Medical Officer
Monteiro, T.
Mullins, J. H.

List of Registered Covers in Poste Restante.

Andrews, Wm.
Abbas Khan
Amner Shah
Angudhi, M. S.
Brown, B.
Brandt, P. (2)
Brimble, Capt. A.
Bortolo, B.
Bobal Singh
Beverly, Bonifacio
Bomanjee & Co.
Campbell, Capt.
Cane, E. H.
Craw, M. B.
Cox, J. T.
Cous, T. Sydney
Cameron, A. B.
Cushing, E. B.
Cala, R. de
Dios, R. R. de
David, J. A. Singapore
Dharmasena, A. B.
Edurata, C.
Fox, F.
Ferreira, F. X. P.
Farris, G. (Singapore)
Fernandez, V. F.
Gujar Singh, I. P. C. 647
Gunk, Singh
Gunk, J. G.
Gomez, J. G.
Graver, W.
Caunt, C. F.
Hall, J. L.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Herman Singh (Singapore)
Harris, W.
Hartman, Mrs. G.
Holecock, Mrs. R.
Haidar Khan I. P. C. 779
Harrison, S. W.
Imanich, S.
Jannoni, G. (2)
Jegwan Singh, I. P. C.
664
Julian, A.
Jatha Singh, I. P. C. 742
Kalaide, G. (4)
Kahn, R.

List of Registered Covers for Merchant Ships.

S.S. Assoy G. Mazinovich.
S.S. Atlas M. Robinson.
S.S. Barfleur G. Groves.
S.S. Changsha Capt. Moore.
S.S. Dragon J. Holland.
S.S. Drapillon J. Garbutt.
S.S. Elite Norwagh J. McCarthy.
R.M.S. E. of Japan H. Cooper.
S.S. Briton Capt. Zindel.
S.S. Briton R. Olsen.
S.S. Briton A. E. Tilsen.
S.S. Briton Senning Humar.
U.S.S. Isla de Luzon C. Renton.
U.S.S. Isla de Luzon W. Lynch.

S.S. Kaching Capt. Sanderson.
S.S. Kaching E. Nielson.
S.S. Kaching J. P. Walker.
S.S. Kaching S. Manthie.
S.S. Kaching R. B. Munro.
S.S. Kaching C. Connor.
S.S. Kaching Chas. McFeely.
S.S. Kaching J. H. Miller.
S.S. Kaching P. Schneider.
S.S. Kaching C. Cantoniass.
S.S. Kaching H. S. Clifton.
S.S. Kaching Leop. Pflinger.
S.S. Kaching A. Nene.
S.S. Kaching R. O. Lloyd. (2)
S.S. Kaching S. Croft.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos, Njiveoo Chiong.
Beckerheim, Poles.
Bruff Comedy, Shiuchincho.
Butler Duncan Pigtail, Tokmakoff.
Cheehosiang, Tokmakoff.
Chinghai (telegrams), Tokmakoff.
Chunghangchang, Tokmakoff.
French, With.
Honjoo, Wood.
John Wheeler, Yehsumoto.
Kaibing, Yuenhoti.
Kongyuenheng, Yuenhoti.
Kongyuenheng, Yuenhoti.
Kwongchanchong, 5233, 3266, 3964, 2875.
Laihooyuen, 1311, 2956 (Wingon).
Lester Werthman, Tai, West Point.
Lohengke, 5502, 7127 (Manloong).
Lohengke, 0459.
Lohengke, 3458, 4713, 5002 (Kan).
Lohengke, 1089, 1459.
Lohengke, 0066, 3883.
Nghuyen Thanh, 1759.
Norton.

Auction.

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions from the Vendors to sell by PUBLIC AUCTION, IN SIX LOTS, VALUABLE LEASEHOLD PROPERTY, situate at Yau-matsee in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 & 285.

MONDAY, the 12th day of August 1901, at 3 P.M., on the premises.

The following is a description of the property:—

LOT 1. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the message or tenement thereon known as No. 11 Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.

LOT 2. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the message or tenement thereon known as No. 13 Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.

LOT 3. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the message or tenement thereon known as No. 15 Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.

LOT 4. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the message or tenement thereon known as No. 17 Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.

LOT 5. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the message or tenement thereon known as No. 19 Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.

LOT 6. All that piece or parcel of ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 285 together with the message or tenement thereon known as No. 21 Reclamation Street, Yau-matsee. Area 750 square feet. All the above 6 Lots are held from the Crown for the term of 75 years.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to HUGHES & HOUGH, Auctioneers. Hongkong, 27th July, 1901. [800c]

Intimations.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING, WASHING, WASHING!!!

GENTLEMEN'S (ORDINARY).

At a fixed price of \$3 per month per head, or as per tariff.

LADIES' and FAMILY as per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by Machinery.

Californian Washermen Employed; No Coolies Sleep on the Premises.

Depot, 5 ICE HOUSE STREET.

Hongkong, 6th August, 1901. [845c]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be finished ends on the 31st day of August, 1901; and the Sanitary Board in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Sha Tsui.

By Order, G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st August, 1901. [153c]

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hongkong, on SATURDAY, the SEVENTEENTH DAY of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1901.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 30th July, 1901. [814c]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of August, (both days inclusive), during which period NO Transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 10th July, 1901. [815c]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock (NOON), for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 25th July, 1901. [790c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

(IN LIQUIDATION)

AN EXTRAORDINARY GENERAL MEETING of the PREFERENCE SHAREHOLDERS of the above-named Company will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road, on TUESDAY, the 20th of August, at 12.15 o'clock P.M., when a SPECIAL RESOLUTION, which was passed at the Extraordinary Meeting of Preference Shareholders held on the 20th of July, 1901, will be submitted for confirmation on a SPECIAL RESOLUTION, viz:—

"That in lieu of making a Call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them."

The Liquidator, M. BENNECKE.

Hongkong, 4th August, 1901. [837c]

DENNY, MOTT & DICKSON, LIMITED.

BANGKOK, SIAM.

THE Undersigned having been appointed

SOLE AGENTS

of the above well-known Firm of

TEAK MERCHANTS AND SAW MILLERS

for

HONGKONG and SOUTH CHINA,

are always prepared to execute Orders on

TEAKWOOD

OF ANY

SPECIFICATION

or for any requirements at the Lowest Price

of the Market.

Teak Floorings a Speciality.

SIEMSEN & CO.

Hongkong, 1st August, 1901. [825c]

WANTED.

AN EXPERIENCED EUROPEAN LADY to manage a BOARDING HOUSE.

Apply to "B,"

C/o Hongkong Telegraph.

Hongkong, 3rd August, 1901. [833c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPRODOR from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

For THE IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

WANTED.

A POST as BOOKKEEPER by a Competent Man.

Apply to "T,"

C/o This Office.

A SURVEYOR seeks Employment.

Apply to "U,"

C/o This Office.

Hongkong, 4th July, 1901.

C. E. WARREN, BUILDING CONTRACTOR.

No. 15, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board Notice received prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Improved Camera, to capture the most perfect and artistic PHOTOGRAPHY in the Colony or in any part of the Far East.

By Appointment, GROVER'S PATENT VIEWS.

By Appointment, GROVER'S PATENT VIEWS.

Hongkong, 22nd September, 1901. [40c]

Intimations.

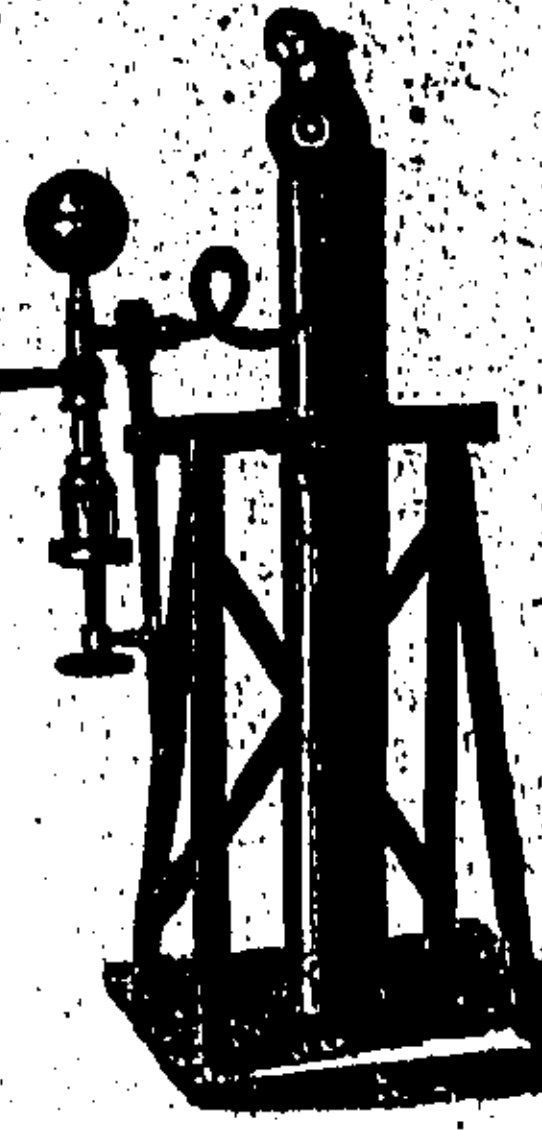
NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officers' Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [735c]



Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

ARRIVAL of the LATEST PRESERVED AMERICAN Dainties.

Just Opened, Call and Inspect. Best quality, direct from the Factory.

Hongkong, 25th June, 1901. [655c]

A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL.

Speciality: FOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

BOARD AND RESIDENCE.

Mrs. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 23rd July, 1901. [781c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN MONTHLY PAYMENT SYSTEM.

TUNING, REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

THE LATE TYPHOON.

THE "MELPOMENE" DAMAGED.

The Austrian Lloyd steamer *Melpomene*, which arrived from Shanghai this morning, bears evidence of having had a very bad experience in the late typhoon. Her fore-topmast with its yards has been carried away, her fore-rigging is hanging in tatters and one of her boats is badly stove, while her rails and deck fittings have been broken up and damaged to a great extent. The *Melpomene* struck the typhoon when two days out of Shanghai and encountered a terrific sea with hurricane squalls. As the vessel was flying light, her Captain and Officers are to be congratulated on bringing her safely through it all. We shall probably have other vessels dropping in with similar experiences.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-second report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 17th August, 1901, at noon—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen:—The Directors have now to submit to you a general statement of the affairs of the Bank and balance sheet for the half-year ending 30th June, 1901.

The net profits for that period, including \$1,410,272.65, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts amount to \$3,479,515.99.

The Directors recommend the transfer of \$750,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$3,750,000.

After making this transfer and deducting remuneration to Directors there remains for appropriation \$2,744,515.99, out of which the Directors recommend the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb \$3,333,333.33.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/11 7/16, the rate of the day, amounts to \$95,346.67.

The balance \$1,485,715.99 to be carried to new profit and loss account.

DIRECTORS.

The Honourable J. J. Kewick, the Honourable R. M. Gray, and Mr. P. Schuch have resigned their seats on leaving the Colony, the Honourable J. J. Bell-Irving, Messrs. H. E. Tomkins, and H. Schubert have been invited to fill the vacancies, respectively; all these appointments require confirmation at this meeting.

AUDITORS.

The accounts have been audited by Messrs. F. Henderson and C. S. Sharp, who offer themselves for re-election.

R. SHEWAN,
Chairman.

Hongkong, 1st August, 1901.

ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG & SHANGHAI BANKING CORPORATION.

30th June, 1901.

ASSETS.

Fixed Capital.....\$10,000,000.00

Reserve Fund.....\$10,000,000.00

Silver Reserve Fund.....\$3,750,000.00

Marine Insurance Account.....\$200,000.00

Notes in Circulation.....\$1,000,000.00

Authorized Issue against Securities deposited with the Bank.....\$10,000,000.00

Agents for the Colonies.....\$10,000,000.00

Additional Issue authorized by the Hongkong Government.....\$1,000,000.00

of 1900, against Coin lodged with the Hongkong Government.....\$2,561,679.38

Current Accounts.....\$10,000,000.00

Silver.....\$10,000,000.00

Gold.....\$10,000,000.00

Fixed Deposits.....\$10,000,000.00

Gold.....\$10,000,000.00

Gold.....\$10,000,000.00

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Gold.....\$10,000,000.00

BEACHCOMBERS.

Our readers will note that a beachcomber has been caught pilfering and has been given a light sentence of a couple of weeks. This is the man who was arrested some little time back for the theft of three hundred dollars and who was discharged because the man from whom he stole the money, or was alleged to have stolen it from, was absent and could not turn up to prosecute. This is also the man who came to our office some time ago and represented himself as a journalist of sorts out of work. We pitied him and made a temporary job for him, at the same time giving him an advance of five dollars. Needless to say, having once seen the colour of our money he quite forgot to return or to attempt to do a stroke of work for us. This is the man, too, against whom our evening contemporary warned its readers in very strong terms after having heard our experience of him. Murphy, or Murphy, or Milfin are a few of the names which this human parasite adopts, and we would warn our readers against helping him when he comes out of gaol. He is entirely without principles of any sort and deserves degradation or the lethal chamber. Perhaps when we are more highly civilized such encumbrances will be quietly put away like mad dogs. They fully deserve it.

JAPANESE TRANSPORT DISABLED.

MOJI, 23rd July.

The transport *Tairen Maru*, which is bringing back the time expired men from North China, broke down in the Korean Straits on Sunday evening. The O. S. K. steamer *Toku Maru*, bound in from Newchwang, sighted a large steamer in distress somewhere to east of Tsushima and Port Hamilton on Monday morning. On nearing the distressed steamer she proved to be the *Tairen Maru* bound for Ujina from Taku. The transport reported she had a cylinder broken and that her steering gear was out of order. The transport was taken in tow by the *Toku Maru* and passed the lighthouse at Kosaki, Tsushima, at 4 o'clock on the same afternoon when signals were made to wire news of the accident to MOJI. Later Mitsuru Inlands were made in safety, but it was found impossible to enter MOJI owing to the strong current. The *Tairen Maru* therefore anchored, and the *Toku Maru* steamed into MOJI. The keeper of Kosaki Lighthouse wired to the War Department and the N. Y. K. Office of the accident, and the latter at once ordered the *Oni Maru*, which was at Ujina, to proceed to the assistance of the *Tairen Maru*. The *Oni Maru* passed through the strait for the south last night.

The transport *Tairen Maru* in tow of the *Oni Maru* arrived here this afternoon at five o'clock. After medical inspection at Hsaki she proceeded to Ujina immediately. The transport has on board 9 officers, 187 men and 126 horses. The exact damage to the transport has not transpired.—*Shanghai Mercury*.

PEARLING IN THE DUTCH INDIES.

The Government intends to put the pearl fishery in Netherlands India waters under more stringent regulations. The subject has been growing in importance and legislation has long been called for, but the difficulties in handling the matter have stood in the way of change. These pearl fisheries give employment to about 25,000 persons of the Bajow or sea-gipsy race. They pursue this calling only, and as it were live and die on the water. Formerly, piracy gave them a means of livelihood but, now under Dutch rule, they have to betake themselves to this form of industry. Any attempt to put these people under strict control can only work harm. They keep so much to themselves and so shun dealings with shore people that Dutch authorities know very little of them. But the system of letting them alone has had its day. Pearlers from Australia have been encroaching on the pearling grounds. The pearl fishers of the islands have suffered grievous wrongs at their hands. The time is now judged to be ripe for legislation to mend matters. It is suggested that the Government should make the pearl fishery into a source of revenue as is done in Ceylon.—*Straits Times*.

CHINESE IN JAVA.

The *Locomotief* adversely criticises the Government methods pursued in Java as to pauper Chinese immigrants who arrive there from Singapore. These methods are mostly noticeable at Samarang and Sourabaya. Pauper Chinese come to Java in the hope of making a fortune; but, after a few months of effort to that end, they are usually sent back to Singapore at the expense of Government. Some of the passenger steamship owners make a profit by this conveying paupers to Singapore. Voices are now raised that the Government should check the flow of paupers at the fountain-head—Singapore—by preventing the "undesirables" from crossing over to Java. The evil is now growing more and more and every week shipments of paupers reach these two ports. The other day, fifty Chinese had to be sent back to Singapore from Samarang owing to their having no means of livelihood. The return passage costs them nothing because it is borne by Government. The only gainer is the owner of the *Nam Yong*, the steamer which took them away. The point made is that the Government does nothing to stop the outflow of these undesirables from Singapore, or to check the flow into Java by stringent legislation. Chinese coolies at the mines outside Java are now giving much trouble. The tin miners in Banka have been rioting of late. At other mining places, the coolies complain bitterly of hardships and ill-treatment. The Netherlands India Government is doing its best to remedy coolie grievances, and lately took sharp action against the Redjang Lebong Company for failing to come up to the mark in this respect.

INCINERATORS AND THE DESTRUCTION OF REFUSE IN CALCUTTA.

To the Editor of *Indian Engineering*.
Sir,—We notice in your issue of the 29th June an article headed "Incinerators and the Destruction of Refuse in Calcutta" in which it is stated—
"The Harrington incinerator in use in Calcutta for a portion of the refuse is an alleged improvement on the inventions of Garlick and Christiansen which were tried in Bombay. It is said to dispose of 12 tons per furnace per day."
It would be extremely interesting to us to know wherein the "alleged improvement" exists.
We have seen recent plans of the Harrington incinerators and fancied we recognised on one or two of its features a similarity to our small "Gantonment" type refuse destructor, which are largely in use throughout the North-West Provinces, but as imitation is the sincerest

flattery, we are content to leave those interested to make their own deductions.

If the Harrington incinerator has been achieved by the Harrington incinerator as to be taken as any criterion of the "alleged improvement," there appears to be still room for further development, for the disposing of "12 tons per furnace per day" is still very considerably behind the certified results of the Bombay Municipality with our experimental furnaces erected in 1893, and which worked satisfactorily up to the time, about a year ago, when the ground had to be given up to Government and the furnaces were in consequence demolished.

It may be interesting to you to know we have several installations at work in the East, and have in hand at the present moment two extensions for Singapore of installations which have been at work there several years, giving the utmost satisfaction.

The Bombay furnaces were but experiments, albeit the results obtained have never yet been reached by any other type, but many important improvements in detail have since been made which have rendered them far and away the most perfect and economical furnaces in existence for the disposal of Eastern refuse, and we are prepared to demonstrate this fact to the Calcutta Corporation if they will but give us a fair opportunity. We notice also in the beginning of the article that a suggestion is made as to the possibility of obtaining power from destructor furnaces, sufficient to do outside work; this is an accomplished fact in Europe, where the refuse contains a high percentage of carbon, but with Eastern refuse, it is quite different and anyone attempting it is doomed to failure.

No doubt you will remember some such proposal was made some years ago in Madras for the purpose of raising steam for working the Tramways, and if we remember rightly it was due to your efforts and advocacy at that time that the Madras Tramways Company were saved from what must have proved a very costly experiment.

We must apologise for having taken up so much of your valuable space, but knowing your innate desire for fair play, we feel sure you will be good enough to insert this letter in your valuable Journal and give us the opportunity of removing any erroneous impressions the remarks in the article referred to may have produced amongst your readers.

GARLICK & CO.

Bombay, 6th July, 1901.

THE UNABASHED CHINAMAN.

"THE THREE DIPLOMATISTS OF THE WORLD."

The *Daily Mail* has had the opportunity of an interview with the dozen of China merchants, whose personal experience of China and the Chinese, extending from the day of Lord Elgin and Sir Harry Parkes to the present time, invests him with much authority on a subject which is of vital import to the British Empire.

He has but lately returned from the Far East, after making his way through a considerable part of China, where he conversed with many prominent men, both Chinese and European.

"One thing," you may regard as certain, namely, that every Chinaman who knows anything at all about recent events—and there are hundreds of thousands who have never heard even a rumour of them—is firmly convinced that the European devil soldiers are only in China on sufferance at the will of the Empress, who now that the evacuation is being undertaken with such undisguised eagerness, is doing all she can by word and deed to spread the impression that the Allies, if we may call them so, are departing under her orders after a complete failure to gain their ends.

"They have held Peking for a short time; they have killed a few thousand Chinese, losing themselves large numbers by battle and disease in the process; they have exacted promise of an indemnity because, say the Chinese, they are so poor and China so rich. The same general—namely, Time—who has produced disagreement in the ranks of the Allies and saved China from any worse fate, will be trusted to enable her to escape this monetary obligation also.

"The place which England might have taken in China is evidenced by the Chinese regard for Englishmen as compared with English Governments. The former have always been trusted and liked by the Chinese for their honesty, integrity, and fair play.

"For English Governments, however, the Chinese have nothing but contempt and jeering. Said a mandarin friend of mine, while I was discussing the policy of the various Powers, 'You have no policy. You demonstrate, demonstrate. No more. You are too honest for diplomacy, meaning by the word the art of lying, deceit, political subterfuge, and crookedness of every kind. There are only three diplomatists in the world'—he continued with the deliberation of a consummate authority.

"The Japanese? I ventured, wishing to draw him.

"The Japanese? Yes, they are very good, very good, indeed. But, nodding his head, the Chinaman is better, and he continued with decision, the Russian is best of all."

"Let us hope that the time will soon have passed for ever when a British Government is satisfied with giving its representative no other power than that of making empty demonstrations which are laughed at by Chinese and foreigners alike; when men of our race, disgusted and despairing of any protection from their own unsupported Minister, have been driven to bestow the title deeds of property whose security was threatened with the German and American representatives.

"Incredible as it may seem that Great Britain could sink so low, yet this is what has actually taken place under Lord Salisbury's policy in China."

EXCITING EXPERIENCES OF MISSIONARIES.

The following account is taken from the *Methodist Recorder* of July 4th.

An interesting meeting was held in the Water Street Wesleyan Chapel, Skipton, last week, under the auspices of the Free Church Council, to welcome Mr. and Mrs. C. H. Green, of the China Inland Mission, on their safe return after their exciting experiences as prisoners in the hands of the Boxers in China. The chair was taken Mr. C. E. Lowcock, President of the Council. A crowded congregation listened with deep sympathy to the thrilling recital by Mr. Green of all they passed through. The providential escapes from their enemies will bear comparison with those of John G. Paton, in the New Hebrides. With their two children, and Miss Greg, who was associated with them in the work of the Mission, they fled at the approach of the Boxers, and sought refuge first in a temple, then a mountain cave, and afterwards in a lonely farmhouse. Betrayed into the hands of the Boxers, they were made prisoners; after Mr. Green had received a severe wound in the head, and they gave themselves up for lost. They were sent to Pao-tung Fu, a place notoriously anti-foreign, and where all the Europeans had already been killed. Sent off from there under a Boxer escort, who had orders to

put them to death, they were taken down the river and turned adrift—the Boxers choosing this course to killing them outright. This extraordinary escape they attributed to the influence of their little daughter on their captors. After a short time of hiding among the reeds on the river-bank, in a destitute and pitiable condition, they ventured into a house and tried to persuade the man to get a boat to take them down the river. Pretending to be friendly, he offered to try and secure a boat, but instead, betrayed them to the Boxers. They were again seized and cruelly handled; swords were placed on their necks, Miss Greg being held with her head on a slab as if for execution. Aggravated to prison, they expected every hour to be led out to death. Their sufferings were great and the suspense terrible. A Chinese merchant in the city advised the Mandarins to keep their prisoners, and, by handing them over to the allied troops, who were then approaching, save the town from being destroyed. Word of their desperate state was conveyed to the Europeans, and, after a month of dreadful suspense, they were rescued by the French troops. To their great grief their little girl fell ill of dysentery and died a short time before their deliverance. It was a thrilling story of great trials met with Christian fortitude and strong faith in God. Eloquent testimony was borne to the devotion and faithfulness of the native converts.

"PORT" AND "STARBOARD" OR "LEFT" AND "RIGHT."

At a meeting of representatives of Bremen steam and sailing-ship owners held on the 27th June, it was unanimously resolved that on the 1st July, 1902, the words used in giving orders for movements of the helm in the Imperial navy shall be introduced into the mercantile marine, and that in the interval between now and that date the words "left" and "right," already in use on the Norddeutscher Lloyd and Hamburg-American Line boats, shall be put into practice in merchant vessels. It was further resolved that all German Shipping Companies and firms not having effected the change should be requested to take the course recommended, so as to establish a uniform system in the whole mercantile marine of Germany. This subject has been agitated for a number of years in Germany, where it has been pretty generally regarded as a breach of common sense that when the rudder and the ship's bow are required to be turned to starboard the order "port helm" should be given, and vice versa. This contradictory state of things has been all the more evident since the old practice gave place to a new one some years ago in the Imperial navy—the same words of command being retained, but their signification being reversed, so that an order to "port" means "turn the rudder and the ship's bow to port." A good deal of confusion has of course arisen from this circumstance, because former naval men sometimes serve as merchant vessels, and mercantile sailors often join the navy. The Norddeutscher Lloyd was the first Company to provide a remedy, or rather a partial remedy, by adopting on board their vessels, in 1891, words of command which, although not the same words as those used in the Imperial navy, were used in the same sense, that is, when the ship was to be turned to port the order "links" ("left") is given, and the order to turn her to starboard is "rechts" ("right"). Other large Companies followed suit, and in the meantime the question of establishing a strict uniformity through the whole mercantile navy has been more and more written about and discussed both publicly and privately in nautical circles in Germany, without, however, any satisfactory solution being arrived at. As long ago as February of last year, at the meeting of the German Nautical Association, the subject was thoroughly discussed and a resolution was passed which only ten dissentients, to the effect that "The German Nautical Association considers it necessary that the steering words of command 'recht' (right) and 'links' (left) or 'hart rechts' (hard to the right) and 'hart links' (hard to the left) should be introduced into the whole mercantile marine." But still nothing was done, the real difficulty being to induce the small owneries to effect the change. The consequence is that at the present time orders are passed to the steersmen of German vessels in three different ways. The adoption of the words "right" and "left" by the larger Companies has not, it appears, given rise to any inconvenience, and it is stated that during the ten years since the change was made not a single casualty has occurred which could be attributed to an erroneous interpretation of the words of command. The Norddeutscher Lloyd adopted the words "right" and "left" merely to bridge over the interval until the introduction of the words in use in the Imperial navy, and the above-mentioned meeting at Bremen was held at the instigation of Herr Wiegand, the general manager, as the first decisive step towards the adoption of the change by all German ship-owners. The result of the meeting is that the system in vogue in the navy will be introduced on board all Bremen-owned vessels on July 1st, 1902, and until that date the words "right" and "left" will be used. This it is thought, will obviate the danger and inconvenience of too sudden a change and gradually prepare the minds of seafarers for the final alteration. It is further hoped that during the intervening twelve months all the other owneries will fall in with the new practice. What effect the change will have upon the engagement of German and other vessels of other countries where the old system still prevails, remains to be seen.—*Fairplay*.

LIQUID FUEL FOR STEAMSHIPS.

The following letter, interesting to engineers and shipowners, appears in *Fairplay* of the 4th July.

16, Leadenhall-street, London, E.C., 1st July, 1901.

TO THE EDITOR OF *Fairplay*.

Dear Sir,—In your journal of the 27th ult. you insert an article on liquid fuel by a North-East Coast correspondent, which is so entirely wrong, both in its statement of facts, and the deductions from such erroneous statements, that we trust you will place this letter in an equally prominent place in your journal.

Your correspondent gives the cost of Borneo oil at Yokohama at 55s. per ton. We are selling this oil to-day at 60s. per ton at Yokohama, and have never charged more for it.

We have on basis for a quotation for liquid fuel at Seattle but we could quote 20s. per ton at Seattle, or 10s. at a port in Texas and we are prepared to make contracts for this oil at 10s. London at 35s. per ton of 40 cwt., and to those who would care to erect storage for themselves we would give the same price, including "Belfast" to any port in the United Kingdom, and probably on the Continent.

We do not think our senior was far wrong in stating that the *Strambus* could be run on 22 tonnage of oil fuel daily. At the starting of the liquid fuel business from Borneo, and before the refinery was prepared to handle it, a considerable quantity of water got mixed with the oil, and the 30 tons a day which your correspondent cites, is what the *Strambus* burnt of the mixture, but as we have, fortunately, details of the performance of other ships at our service, we give you these for the information of your readers.

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The *Murks* burns 24 tons of Cardiff coal, 20 to 30 tons of Japanese coal per day. She is steaming regularly and will on 13 tons of oil. The *Clam*, a sister ship to the *Murks*, consumes about 31 tons of native coal per day. Her consumption of oil is 15 tons 8 cwt.

But your correspondent omits altogether the great gain in space of ships steaming on oil as compared with coal, and we can instance the *Volante*, which whilst on coal carried 3,900 tons, whereas whilst on oil she stowed no less than 4,400 tons of the same cargo, the whole of the bunker space being

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 9th August, at Daylight.
MIKE MARU.....	KOBE and YOKOHAMA	TUESDAY, 13th August, at Noon.
SANUKI MARU.....	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
HIKOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
KAMAKURA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU.....	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 3rd August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior

Points of U.S.A. to the Orient.

For further particulars apply at the CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits:

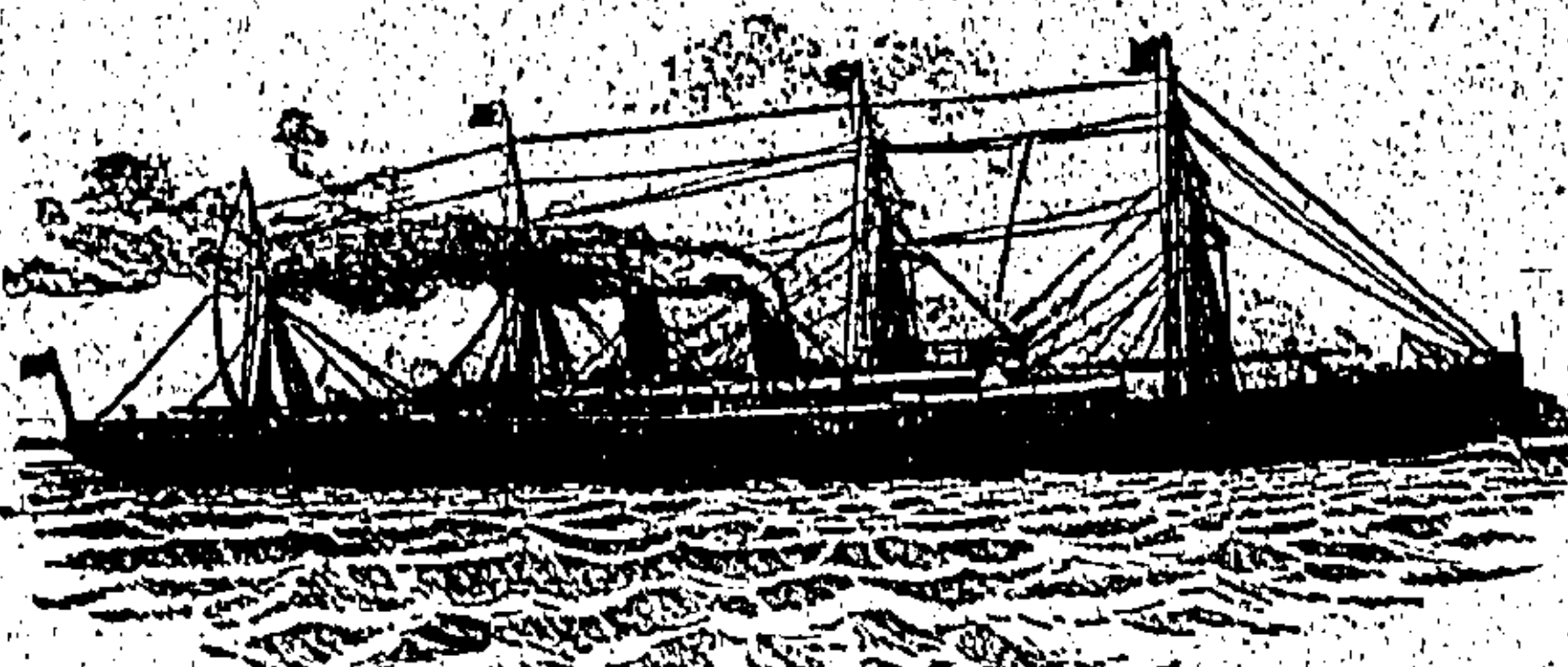
FRANK WATERHOUSE & Co., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 15th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

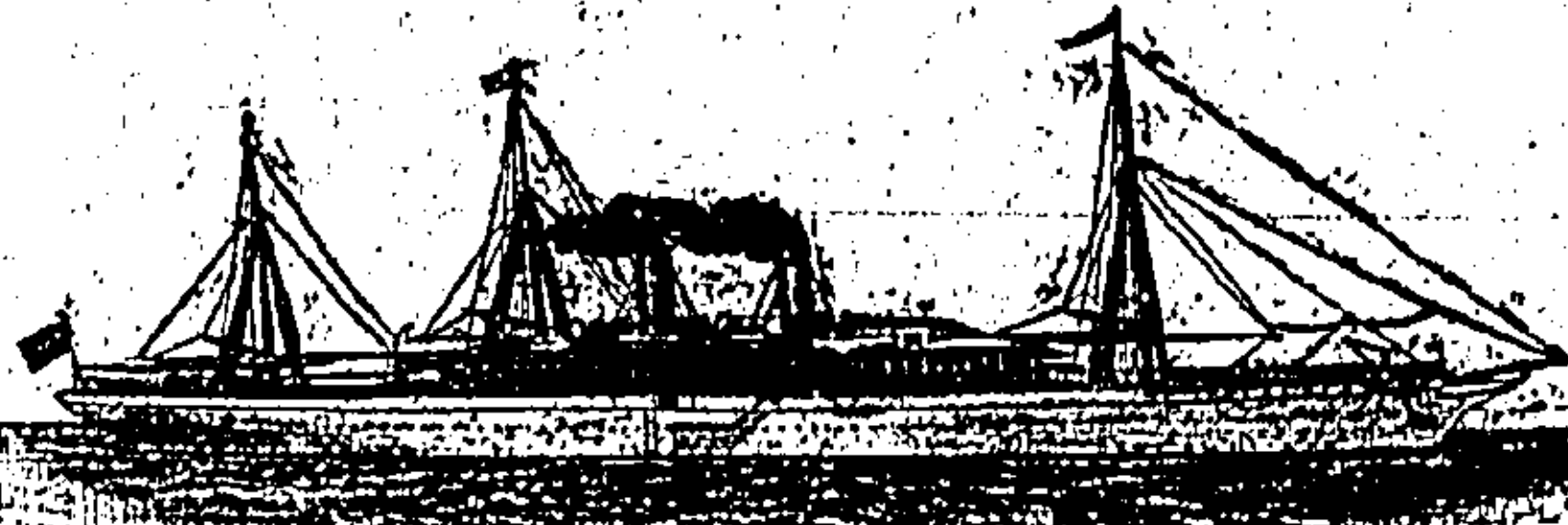
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 6th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA.....	HAVRE, BREMEN and HAMBURG.	12th August.
ALEXANDRIA.....	HAVRE and HAMBURG.	17th Aug.
SIBIRIA.....	HAVRE and HAMBURG.	10th Sept.
ANDALUSIA.....	HAVRE and HAMBURG.	21st Sept.
ARABIA.....	HAVRE and HAMBURG.	10th October.
ARAGONIA.....	HAVRE and HAMBURG.	10th October.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Prince's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	NINGPO	7th instant.
FOOCHOW and SHANGHAI.....	WHAMPOA	8th instant.
SAMARANG and SOERABAYA.....	MILOS	10th instant.
KOBE and MOJI.....	YUJANG	12th instant.
TIENSIN.....	KWEIYANG	14th instant.
SHANGHAI.....	CHANGSHA	24th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th August, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	IDOMENEUS	9th August, A.M.
"	ORESTES	13th August.
"	ARAX	16th August.
"	TYDEUS	16th August.
"	TYRREUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON.....	DEUCALION	8th August.
"	PELEUS	10th August.
LIVERPOOL (DIRECT).....	STENTOR	3rd September.
(Taking Cargo at LONDON RATES.)	PATROCLUS	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. B. S. Co.

Hongkong, 7th August, 1901.

[12]

"SHIRE" LINE.

FOR SAN FRANCISCO.

THE Steamship

"FLINTSHIRE," Captain Dwyer, will be despatched for the above Port, TO-MORROW, the 8th instant, at 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd August, 1901.

[81c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th August, 1901.

[83c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain J. McArthur, will be despatched as above on FRIDAY, the 9th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd August, 1901.

[823c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched as above on FRIDAY, the 14th August, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st July, 1901.

[321c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1901.

[798c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogita, will be despatched for the above Ports, on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th August, 1901.

[225c]

FOR VLADIVOSTOCK.

CALLING AT SHANGHAI BY INDUCEMENT OFFERS.

THE Steamship

"TAIFU," Captain T. Ogita, will be despatched as above on FRIDAY, the 14th August, at Daylight.

For Freight or other information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd August, 1901.

[110c]

"GLEN" LINE.

FOR SHANGHAI.

THE Steamship

"GLEN TURET," Captain R. Webster, will be despatched as above on FRIDAY, the 9th instant, at 4 P.M.

For Freight, apply to MCGREGOR BROS. & GOW, Hongkong, 6th August, 1901.

[841c]

NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA," Captain D. Costa, will be despatched as above on TUESDAY, the 13th instant, at Noon.

At Bombay, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th August, 1901.

[843c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strategy..... about 15th Sept. 15

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan

Hongkong, 15th July, 1901.

[750c]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above Port and will have quick despatch.

For Freight, apply to ARTHOLD, KARBERG & Co., Hongkong, 2nd July, 1901.

[1698c]

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th July, 1901.

[727c]

LEVY HERMANOS.

DIAMOND M